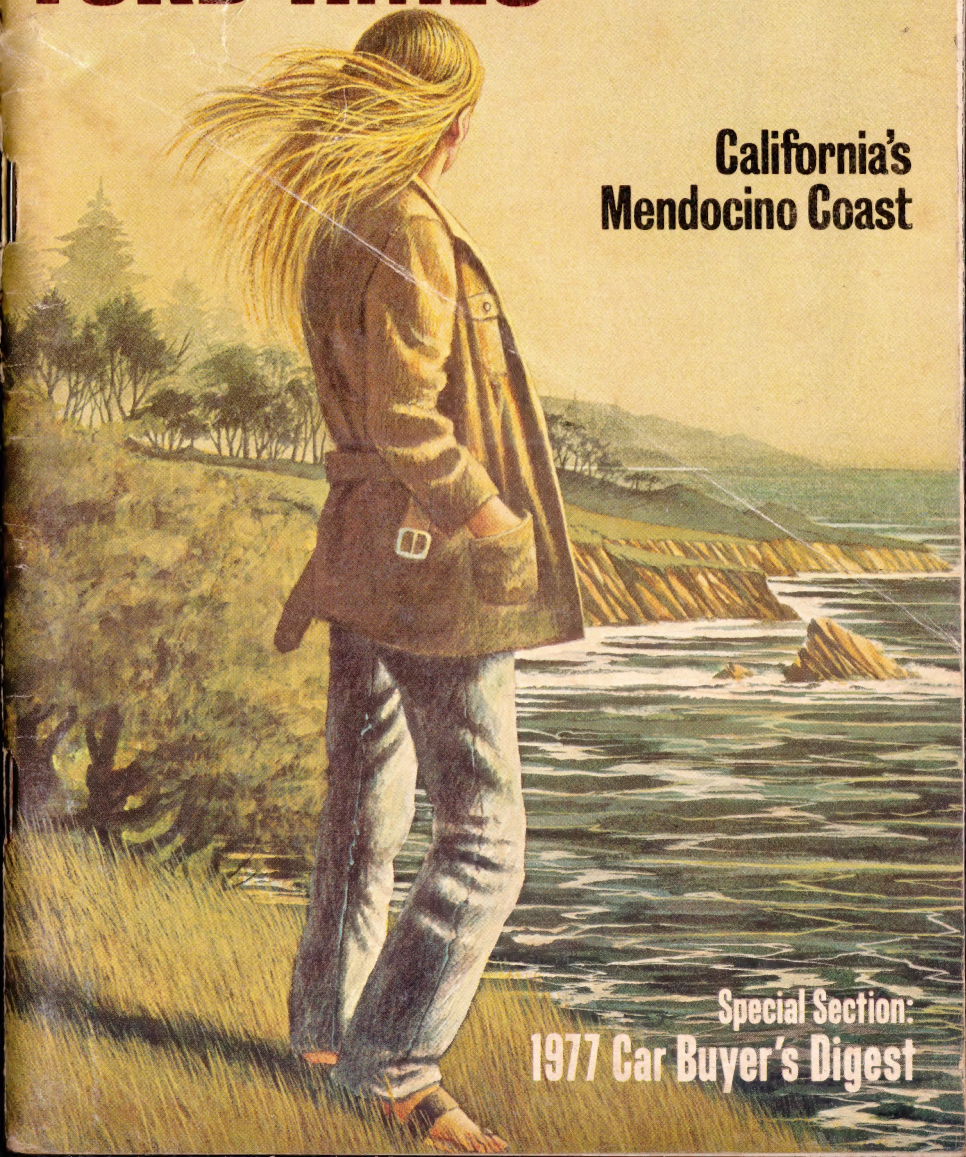


FORD TIMES

MAY 1977

California's Mendocino Coast

Special Section:
1977 Car Buyer's Digest



The slowest moving part of a 1977 Ford car owner.



One thing all 1977 Ford cars have in common is their reduced scheduled maintenance.

For example, you now go 6 months or 10,000 miles between scheduled oil changes on 1977 Ford cars with 4-cylinder or V-6 engines. And 6 months or 7,500 miles between oil changes on in-line Six or V-8 engines.

We've cut down or eliminated maintenance in other ways, too. In fact, average estimated scheduled maintenance costs on 1977 Fords through 50,000 miles of normal driving have been reduced 35% or \$102 less, including parts and labor, compared to 1976 Ford cars. And 65% or \$347 less than the maintenance requirements on 1973 Fords.*

You get a lot in our new Fords. And a lot more out of the things you put in them.

*Based on Ford's Labor Time Standards, a \$13.50 hourly labor rate, and manufacturer's suggested retail parts prices in effect August 31, 1976.



When America needs
a better idea,
Ford puts it on wheels.

Brought to you through the courtesy
of your local Ford dealer, whose
name appears on the back cover.

The Ford Owner's Magazine

FORD TIMES

May 1977, Vol. 70, No. 5

Consumer
Publications Manager
P. E. McKelvey
Editor-in-Chief
Robert M. Hodesh
Managing Editor
Richard L. Routh
Senior Editor
Edward A. Robeson
Associate Editor
Michael E. Maattala
Food & Fashion Editor
Nancy Kennedy
Design Manager
Jerry L. Anderson
Art Directors
Malcolm T. Young
Bill F. Schmidt
Gary J. Dykstra
Photography Director
Leonard P. Johnson
Circulation Manager
Thomas L. Bewick, Jr.
Board of Publishers
T. H. Mecke, Jr.
Chairman
R. A. Ablondi
W. P. Benton
B. E. Bidwell
O. W. Bombard
W. O. Bourke
R. J. Hampson
R. W. Hefty
P. E. McKelvey
W. J. Moriarty
J. J. Morrissey
W. J. Oben
J. E. Sattler

Published monthly
and © 1977 by
Ford Motor
Company, The
American Road,
Dearborn, Michigan
48121. All rights
reserved. Printed
in U.S.A.

CONTENTS:

2 The Magic of Morning

James Tallon

8 California's Mendocino Coast

Robertson Pease

13 The Grand Houses of Summit Avenue

Thomas and Joan Kelly

19 Car Buyer's Digest

20 Thunderbird—A new look, a new price, a new size

23 LTD II—LTD luxury in a trimmer car at a trimmer price

26 LTD—Still a full-size car

29 Granada—Where function and luxury meet

32 Mustang II—Fun and flair

34 Maverick—Refined dependability

36 Pinto—Nimble, quick and fun to drive

38 Ford the Wagonmaster—Leading again with big,
medium and small wagons

42 Prices—Cars, Options

46 Armchair Estimator

47 Sorry I Never Knew Your Name

Barbara Mullen

50 Our Friend Newt

George Heinold

55 Scenes from Life at Charleston's Battery

Roy Bongartz

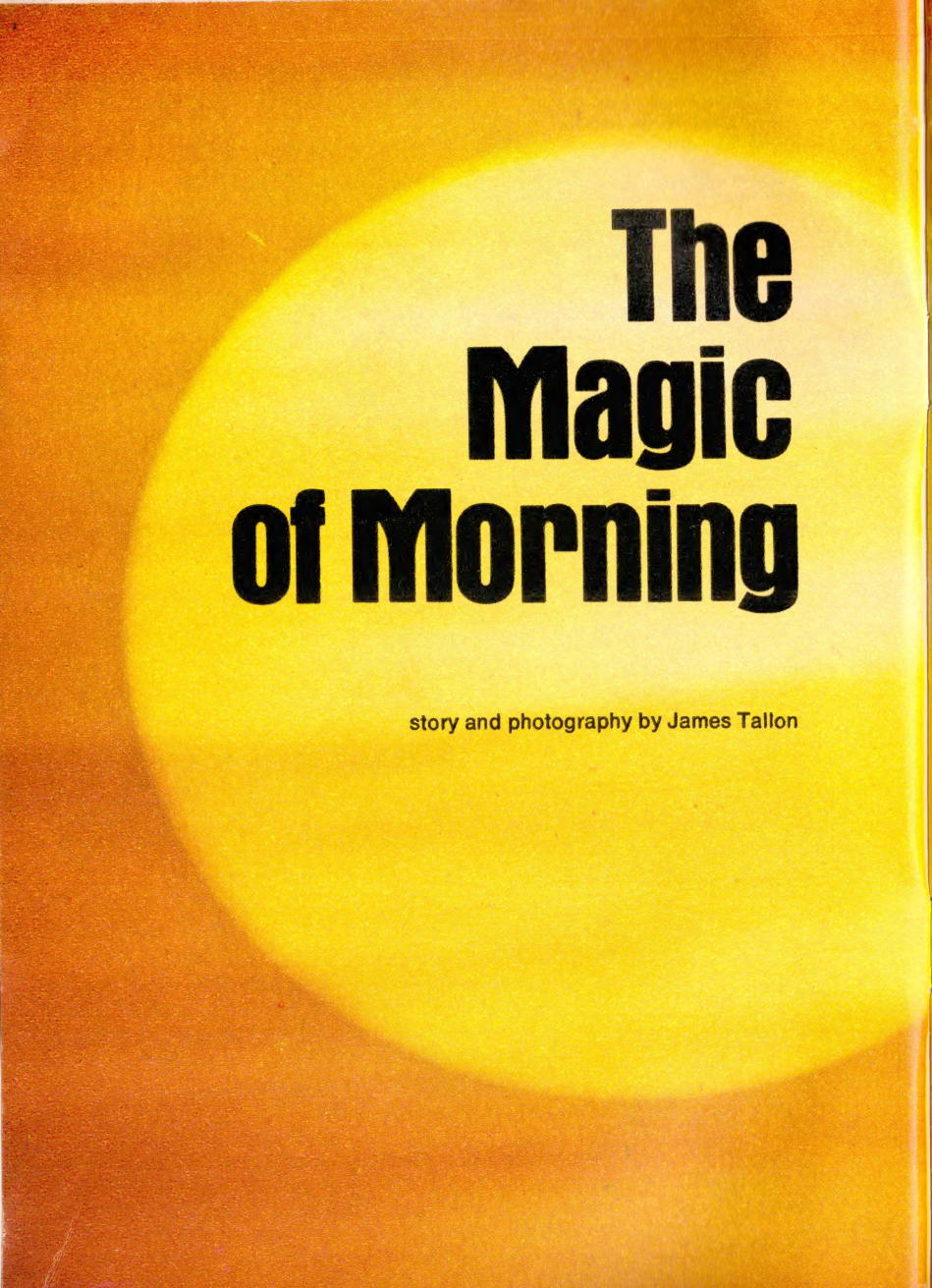
18 Glove Compartment

60 Favorite Recipes from Famous Restaurants

64 Van Conversion of the Month

Cover: California's Mendocino coast has known every adversity from the fury of Northwest gales to the depredations of lumber kings, but it still maintains dignity, says Robertson Pease. Story begins on page 8. Painting by Robert Reynolds.



The background of the entire page is a warm, orange-brown color. A large, bright yellow circle, resembling a sun or moon, is positioned in the upper right quadrant, partially overlapping the title text.

The Magic of Morning

story and photography by James Tallon

WHEN I WAS a teenage boy, I saw an adventure movie in which the heroes were two philosophical men. At the end of one evening they mixed a pair of drinks and sat on the veranda of a bamboo house, looking westward across an African landscape painted orange by the setting sun. One of them said softly, "Sundown, the best time of the day." The reflection showed a profound appreciation of a daily occurrence so often taken for granted.

I was impressed; and for years I agreed with my hero's summation. Then, one fall morning as I was casting for smallmouth bass on a Kentucky stream, the sun rose off the dawn couch and slanted yellow rays through the multicolored leaves of hickories, walnuts and maples. Mist rose off the creek, generated by crisp air brushing the still-warm water. Upstream, a fishing friend, silhouetted against the backlight, tip-toed through the bank brush as though he walked on hal-
lowed ground, casting carefully, lightly. It appeared that time had down-shifted into slow motion so that we could get a better look at the elegance of the day. I savored the pleasure of it and whispered to myself: "He was wrong. It's *morning* that's the best time of the day."

That incident took place more than 25 years ago, and I still





haven't changed my mind. There is magic in the morning found at no other time of day.

Although there is contentment in the enjoyment of this daily phenomenon alone, there are contributors that enhance it. At the top of the list is wildlife. Even before the sun breaks over the horizon, many species are busily trying to make a living. Birds are the most common and the most obvious—and the most vociferous in the morning. Some say these daybreak melodies are really scolding and warnings not to cross territorial lines. If so, let us hope there may always be something for these

feathered music-boxes to scold and warn about.

In the West, the yodel-dog—the coyote—is most likely to sing a chorus at dawn. Larger animals—deer, elk and moose—are basically nocturnal, but their foraging often laps over into morning and you are most likely to see them then. Like many wild animals, they'll settle down later and snooze until evening. There are exceptions, of course. When food is scarce, some nocturnal animals continue to forage in daylight hours.

The pursuit of wildlife has exposed me to wonderful morning situations. On a ridge in Montana, I watched a majestic elk rear, head alert in the halo of the rising sun. In Wyoming, his equal stood proud in a frosted meadow where the sunlight had not yet reached, blowing wedges of steam from his nostrils. On a Colorado River beach in the Grand Canyon, I awakened and saw through sleepy eyes a band of wild burros at the edge of our camp, staring curiously at the people—river-rafters, who had invaded their territory. In southern Arizona, I slept with a camera and telephoto lens, knowing I was in the habitat of Gambel's quail. In the morning, these jaunty birds awakened me with their plaintive calls of CHI-CA-GO, CHI-CA-GO, CHI-CA-GO, and milled around my bedroll.

Thirteen years ago I met a young woman in the apartment building

where I lived. Twelve years ago I married her. After a year of courtship, she thought she knew me and thus considered it irrational behavior when I forsook the comforts of a camper to sleep on the ground. I explained that watching dawn and sunrise, and listening to the morning sounds from a sleeping bag, was far better than the best breakfast in bed. She wasn't too impressed.

Then, one September morning, we arose a couple of hours before daybreak and drove northwest of Phoenix to hunt doves. We used a dry irrigation ditch for cover and peeked over it toward the eastern horizon.

First came the almost mystical

changing of the sky from pure black to water-color gray. Then came a lightening of the heavens in which the dissolve took place so subtly that it really didn't seem to be happening at all. When an almond-sliver of brilliant gold opened a seam between day and night and fingers of the hidden sun reach through to smear clouds with orange paint, I heard the apartment girl breathe audibly. Then the sun stepped boldly from behind low desert mountains, rimming black cardboard cutouts of saguaro cactus and mesquite trees with lacy light.

"It was worth the trip out here to experience this," she said.

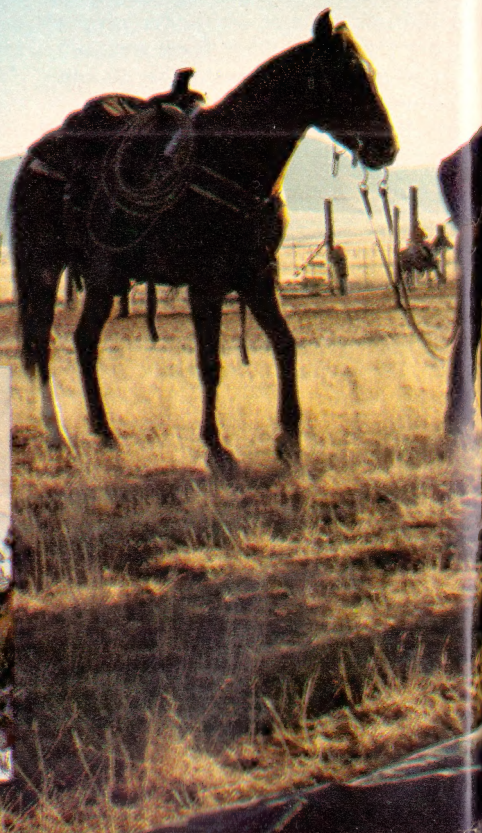
About three years ago, we fin-



ished 395 mornings in Montana. My wife, young daughter, Brittany spaniel and I lived in a log cabin on Canyon Ferry Lake, near Helena. We moved in on November 1, and it snowed heavily.

At dawn the next day, we awoke to find that wind-sweepings of snow had blown inside the cabin where chinking between the logs had fallen out. I dressed speedily and rushed out to the woodpile with intentions of building a roaring bundle of warmth in the big brick fireplace.

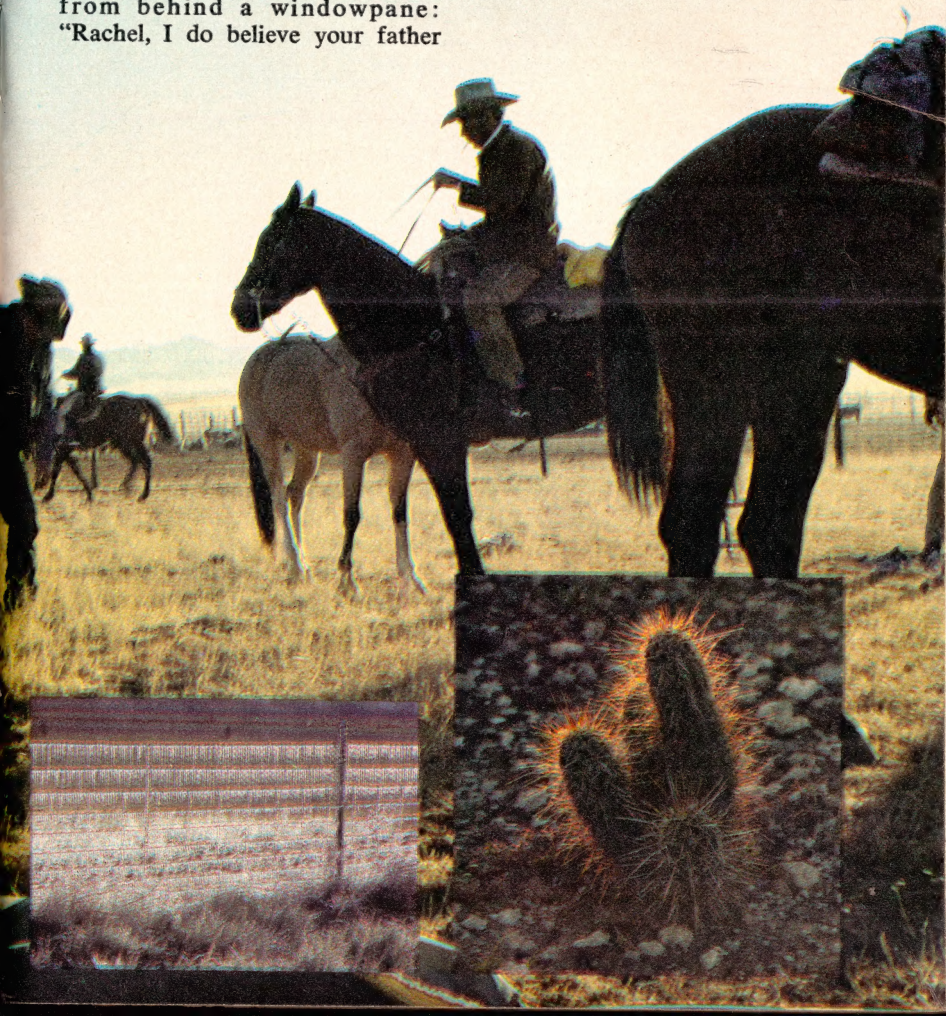
The rays of the sun slipped over the corrugated ruggedness of the Big Belt Mountains and the still-warm lake was mostly hidden in a layer of mist. In the few open places, stars born of the sunlight were cast off from surface ripples. The hysterical cry of a loon coursed from a mystery place up my spine, and stiffened the short hair on the back of my neck; I'm certain it wasn't the cold. On the audible



heels of it came the honks of Canada geese—all unseen in the mist. It was pure Jack London. I turned to concrete, clutching an armload of firewood, waiting, listening, watching for what would come next. Then I heard a voice muffled from behind a windowpane: "Rachel, I do believe your father

has frozen and we will have to get the firewood ourselves."

By nature and thinness of blood, I am a desert rat. But the magnificence of mornings in Montana, particularly in fall and winter, owns a goodly portion of my soul. □





California's Mendocino Coast

Hard-handed by nature and man alike, this beautiful
land has a resiliency that keeps it untamed

by Robertson Pease

paintings by Robert Reynolds

THE LITTLE RIVER INN was once the mansion of a Northern California lumber baron and its older sections date back 120 years. On this sunny morning the nearby cottages are waist deep in a sea of bloom and the inn's affable bar provides a widow's walk from which to observe the beach and steep cliffs of Van Damme Cove and the wide Pacific beyond. After a morning out in the tidepools off MacKerricher Beach among the sea urchins, starfish and anemones, the bar is a happy place for brunch.

The 60-foot trawler that has spent the night in the cove hauls anchor and waddles out through the swells, past the bell buoy, out to the open sea—empirical proof that lumber schooners actually did thread their way between the black rocks through the crashing surf to load their cargo from slings and chutes along these cliffs. The trawler bears a tight course to the buoy which tolls its dirge, as if to recount the number of people drowned off this coast. The bell has lots of numbers to toll. But the old lady trawler makes it look easy and suddenly a great truth about Mendocino is revealed to me.

For years it bothered me when we stopped along the northern coast here for picture postcards that the reproductions were at such variance with reality. No one expects a picture postcard to rival the seascapes of Manet, and the views of the fishing fleet at Noyo

approximated the accoutrements of nature no less faithfully, say, than views of San Diego Bay from Cabrillo Point.

Now on this flawless morning it occurs to me that every picture of north coast headland and beach has been taken on a sunlit day of blue sky and white cloud. Such a Camelot representation of the climate of Mendocino bears as much relation to truth as if every picture postcard of San Francisco depicted cable cars fighting through snowdrifts. It has snowed in San Francisco, and the sun shines now and then at Russian Gulch. But just the same, thinking about it, there aren't many days up here when you can see your shadow.

I remember in my San Francisco youth, the immigrants describing the soft sun and lilting birds of Ireland with such ache for that land of eternal spring that had anyone told me then what a gale-swept, rain-washed place Ireland was, I would have denounced him as a liar. Those alienated souls had probably seen those lovely days they missed so much, four or five times a year, if that. It was the very scarcity of such weather that rendered it memorable and so it is with the Mendocino coast.

This Sunday the languid surf topples to creamy foam and the picnickers on Van Damme Beach are attired like South Sea natives. Tomorrow through who-knows-when, the sun may not appear at



all—well, maybe just at sunset.

The truth is that Mendocino is neither quaint nor amenable. It is a land of redwood tree, rhododendron and fern, none of which thrives in tropical or desert areas, and a sea of arctic-minded salmon, crab and steelhead. But like the Emerald Isle longed-after by those refugees from County Clare, the charms of this place are not illusory.

For one geologic reason or another, parts of the land have risen from the sea in a series of steps, each 100-foot riser about 100,000 years older than the last. A stream mouth at one place will have carved a deep bay at the door of a deep canyon. At another, a stream will empty into the ocean in a feathery fall. Mountains rise abruptly from the beach with sides so sheer it is dizzying to stand along the road carved through them and look down to where, far below, the grass bench suddenly ends in a cliff plunging down to the water.

Since 1852 the Mendocino coast

has been lumbered and almost every town, active or long abandoned—Albion, Little River, Russian Gulch, Mendocino City, Fort Bragg, Newport, Westport, Kibesillah—was a mill town that shipped lumber. Since almost the same time, people have come to look, to fish, to camp and inevitably some of them, to stay. They build shacks in the woods with casual regard for sanitation; they build pleasure domes along the headlands with bathrooms of chrome and porcelain. They restore old houses.

This is a land of architecture, transplanted and native. The early settlers (European-type) built their houses four-square, conceding nothing to the Northwest gale and the seldom nameworthy Pacific. They inspire an atavistic longing and people pay all kinds of money for them.

The new houses, built for style and comfort along the mesas, are uniformly handsome and view-conscious. They are more or less unique and oriented to avoid the wind and capture the sun. But, because of the excess of the former and scarcity of the latter, they are permanently occupied much less than their construction seems to warrant.

The need of the rapidly expanding and constantly rebuilding San Francisco of the 1850s for lumber—San Francisco faithfully burned down every few years for quite a while—brought some enterprising types to Mendocino. Taking 18-foot

(in diameter, that is) redwoods out of a steep ravine to schooners moored to the sharp-fanged rocks and then down a foggy, stormy coast was a dangerous, rugged business. When the economics of depletion curtailed it, the shift to fishing, sheep ranching and smuggling was logical. These were industries which didn't and still don't demand abundant manpower as much as a specialized sort of manpower, which brings us to Dutch Fred.

It is very possible Dutch Fred met his demise by poison administered by a murderer who, having posed as Fred's good and faithful friend, hoped to inherit his farm by a little will forgery. Dutch Fred sleeps on Bald Hill with a nice view of "the town he loved so well." The quotes are from *Reminiscences of Early Days* by James Finigan, who further observes that "Dutch Fred, Cattle King of the Mendocino Coast, was good-hearted in many ways and would not impose upon the poor."

All very well, but the picture of the pioneer enjoying his deserved rest above the town he helped found is jarred somewhat by the notes of one John Ross who quotes a letter from Mrs. Kelly, resident in Mendocino in 1856. She recalled the lumberjacks coming into town with their paychecks—\$20 gold pieces—carried in their boots for safekeeping. After they passed out in Dutch Fred's saloon, Fred would lay them out in the back room, unlace their

boots and, after extracting the gold pieces, lace the boots back up again. Next morning, grossly hung-over, the woodsmen were given a pint of the hair of the dog and pointed back toward the timber.

"I had always wondered how an ignorant man like that could accumulate a fortune," Mr. Ross added. Well, now he knew and perhaps now we can guess that it wasn't too difficult for the murderer to become Fred's buddy. They may have had a lot in common.

There are tremendous pressures to de-alchemize this wondrous place into a Carmel-by-the-Sea North.



There are real estate salesmen in houndstooth jackets, and contractors' pickups bustle about everywhere. At Lake Cleone the rows of fishermen reel their poppers across that trout-stocked pond almost from their motorhome doorways; deep in the redwood preserve, counter culture groups bed down as unimpressed by the no-fires, no-camping, no-littering signs as so many fugitives of Sherwood Forest by the edicts of the Sheriff of Nottingham. At Mendocino City the ice-cream stores, curio shops and art galleries are housed in the blacksmith shops, livery stables and general stores of an earlier day.

The tide stood at -1.6 feet at the reef early this morning, lowest tide of the year.

A fisherman dismantling his rod was disgusted. "Once," he said, "from that rock down there we could get so many fish we couldn't carry them all up the cliff. Never failed. By the gunnysack. Now we been here since dawn and nothin'. Not one. It's those damn sea lions ruining the fishing."

But the very aura of this country emanates from just this mutual impact between the people present and past and this tenacious environment.

On the one hand we have the lovely harbor seals basking on the exposed outer reef where, as they have for untold generations, the relatively fixed animals like the limpets and mussels placidly await the return of the tide in their kelp-

lined pools. Meanwhile, the mobile little fish, trapped in the shallow indentations, panic as the morning sun evaporates their atmosphere. And we say: "Ah! Yes. Cosmic planning and cosmic accident."

On the other hand we have the logging rigs in a steady stream all day long, first ox-drawn, now diesel-driven, hauling the felled leviathans to market. Yet there still are primeval redwoods and ferns in the deep canyons. And to refute the disgruntled fisherman, there are 20-pound ling cod on the crushed ice at Noyo.

Right there we have it. A beautiful land, hard-handled by nature and man alike, but as capable now as it ever was of protecting itself in the clinches. Northwest gales, summer fogs, narrow-gauge railroads, old San Francisco lumber kings and real-estate operators have marked this country, but tamed it they have not.

This land has a dignity, a truculent dignity maybe, that transcends mere bucolic charm and the sentimental embrace of some never-were good old days. The pressures to make this land safe for mediocrity are heavy. But watching the passing scene through the window that is the back bar of the Little River Inn, one has to bet on the resilience of those sensual-eyed seals and that trawler, and on the likes of old Dutch Fred who probably didn't impose on the poor—if they were poor enough. □



The Grand Houses of Summit Avenue

Here in St. Paul is a wonderful
legacy of
turn-of-the-century Midwest

*story and photography
by Thomas and Joan Kelly*

ST. PAUL's Summit Avenue stands today much as it was at the turn of the century—one of the most exotic, quixotic hodgepodes of grand mansions this country has ever seen.

On it lived the rich and the near-rich, the great and the near-great, most of whom had taken Horace Greeley's advice, gone West and made big money fast. The proof lay in the monumental residences they built on the wide, elm-sheltered avenue.

Just as the lamplighter-style street lights have escaped the advances of modern lighting experts, the avenue itself has survived depressions, decay and urban renewal.

The spectacular array of homes on Summit has stayed almost intact because, as one local historian theorizes, St. Paul has remained prosperous enough to maintain them, but not so prosperous as to tear them down for replacement.

When the street was laid out in the late 1800s on the broad stone bluff overlooking the city's commercial center, it was meant to be *the* residential avenue. Later that first elegant mile was extended four miles westward to where the Mississippi River separates the Twin Cities.

Its residents were mostly land speculators, bankers, wholesale outfitters, railroaders, insurance men, attorneys and retailers who had the required brains and daring to amass fortunes as St. Paul emerged from

the coonskin cap era into a free-wheeling gateway to the opening of the Northwest.

Summit Avenue is the street where James J. Hill and Frederick Weyerhaeuser were friendly neighbors at the time they were multiplying their millions in railroads and timber. Weyerhaeuser bought his house from Frederick Driscoll, a newspaper executive, who was among the founders of the Associated Press.

Their mansions still stand, as does the modest granite row house where F. Scott Fitzgerald spent many of his boyhood days, and the more stately house down the block where Sinclair Lewis spent a gala year.

But the real stars of Summit Avenue, the men who made it what it is today, were the ones who sat in their countinghouses with one eye on the bluff and visions of Victorian gingerbread dancing through their heads.

Although they flocked to the same avenue, these newly wealthy entrepreneurs were individualists, not sheep. Each house had to be bigger or at least different from the next.

Victorian eclecticism was rampant. Side by side rose Gothic, Romanesque, castles-on-the-Rhine, Queen Anne, Renaissance palaces and Italian villas.

Over the years, this colossal collection of much that was bad and some that was good about Ameri-



can architecture of the era has received mixed notices.

Harper's New Monthly of October 1891 reported that "there are very few streets in the United States that give in as high a degree as Summit Avenue the sense of liberal expenditure without ostentation, directed by skill and restrained by taste."

Fitzgerald felt differently. After success came and he moved away from the avenue where he couldn't crack the social scene, he got his licks in by describing it as "a museum of American architectural failures."

Frank Lloyd Wright was more direct, simply calling it "the worst

collection of architecture in the entire world."

A kinder critic termed it "gaudy, but never dull."

The best way to experience Summit Avenue is to drive slowly along the four-mile "upper" avenue allowing time to stop for a closer look when a stunning example of a 16th-century English country house or a Tudor extravaganza catches your eye.

The Minnesota Governor's Mansion at 1006 is a notable example of the Elizabethan mode, with grand reception room, library, parlor and ceremonial dining room. The splendid brick home built for the lumber magnate Horace Irvine and donated



to the state in 1965 belongs on a country estate, but looks quite at ease on its Summit Avenue city lot.

The "lower" avenue, built mainly between 1880 and 1910, should be walked to be appreciated. This mile-long stretch is drenched with early city history. It is where prominent families promenaded along double-width, hexagonal-block sidewalks while their servants stayed out of sight in adjacent Maiden Lane and Irvine Street.

The place to begin the walking tour is the St. Paul Cathedral, majestically sited at the foot of the avenue. Financed in part by generous gifts from James J. Hill, the railroad builder, who lived down the street, the cathedral is designed in the Beaux Arts style. Its impres-

sive dome rises 280 feet above the 3,000 seats, each of which has a perfect sight line to the altar.

Hill's house at 240 is a fortress-like Romanesque mansion that he had built in 1889 for \$200,000. Now a national landmark, the huge house with its uncut brownstone exterior is the focus of the avenue.

Hill told the Boston architects, Peabody and Stearns, to "put the best of everything" into his new home. They gave him 38 rooms, 18 bathrooms and 35 fireplaces to keep it all cozy during the relentless Minnesota winters.

The house has doors and paneling of carved wood, a 100-foot center hallway, 25-foot stained glass windows at the stair landing, massive crystal chandeliers and a gold

ceiling in the library.

The only Summit Avenue mansion regularly open to the public is 432, the Burbank-Livingston-Griggs house, named for its three locally prominent owners.

The house is an American Victorian rendering of a Tuscany villa. It was built in 1863 for \$40,000 by James C. Burbank, a Vermont-born owner of stage coach and steam-packet lines. Burbank had the house erected on a promontory overlooking the Mississippi so he could watch for the arrival of his river boats.

In the 1930s, Mrs. Mary Livingstone Griggs, the daughter of later owners, transformed the interior into a virtual museum of 18th-century European decor. Entire rooms from elegant French and Italian houses were dismantled, shipped from Europe to St. Paul and reassembled inside the walls of the Civil War-era mansion.

Fitzgerald lived at 599, just about where "lower" Summit separated the Hills and the Weyerhaeusers from the latecomers on "upper" Summit.

It was in his hot third floor room at 599 that Fitzgerald completed *This Side of Paradise* during the summer of 1919. When Scribner's accepted his first novel that fall, Fitzgerald, acutely aware of where his address placed him in the tightly structured St. Paul social hierarchy, reported the news to a friend in a letter headed:

599 Summit Avenue

In a house below the average

On a street above the average . . .

Sinclair Lewis lived at 516 from the fall of 1917 to spring 1918. He skied, skated, partied with the elite and worked on his play *Hobohemia*, which went on to an 11-week run in New York.

While Summit Avenue has not been pushed as a visitors' attraction (perhaps because there is no way to turn a dollar on it), it has an affectionate hold on this city. A walk or a drive down the avenue provides an instant connection with the classy beginnings of a city that sometimes refers to itself as "the Boston of the Midwest."

The odds for survival of the avenue seem better today than ever. Some of the huge old homes are institutionally owned and a few have become multiple dwellings, but somehow the integrity of the avenue has been maintained.

Over the past decade the avenue and the surrounding neighborhoods have been experiencing a renaissance. Young families have moved in and the once exclusive society has been replaced by neighborhood associations whose savvy members—including descendants of original Summit Avenue residents—know how to write grant proposals, promote restoration with multimedia presentations, and pressure the city council for enforcement of ordinances which originally were enacted to preserve the ambience of the area. □

GLOVE COMPARTMENT

IN WHICH YOU
FIND A LITTLE BIT
OF EVERYTHING
BUT GLOVES

A Salute, Prague-to-Prague—If you drive into Prague, Oklahoma (about 50 miles east of Oklahoma City on U.S. 62), May 7, without knowing about the Annual Kolache Festival, you might believe you are in a smaller version of Prague, Czechoslovakia. Nearly all of this town's approximately 1,800 residents will don Czech costumes and observe Czech customs that day in a special tribute to their sister city of the same name in Czechoslovakia. The festival begins at 10 a.m. with a two-hour parade featuring the Oklahoma Shriners and includes a carnival, teen hop, Czech street dancing demonstrations and a beauty pageant. Perhaps best of all, the local bakery will sell thousands of kolaches, a fruit-filled roll that is a symbol of friendship in Czechoslovakia.

A New Start for Sourdough Lovers—Pioneers and armies march on their stomachs, and according to Ruth Allman, sourdough was the substance that fueled the pioneering spirit. In *Alaska Sourdough*, a new cookbook brought out by Alaska Northwest Publishing Company, Ms. Allman, the author, tells how to make, store and use sourdough. The 190-page cookbook is available from the publisher, Box 4-EEE, Anchorage, Alaska 99509. Single copies are \$4.95, plus 50 cents for postage and handling.

Easy Going—This new series of in-depth guides to Wisconsin provides detailed ideas and descriptions of where to go and what to do in a specific region of the state. An added bonus of each book is historical sketches of some of the people and places in the area and the author's personal, on-the-scene reactions to the wide range of attractions listed. Two of the *Easy Going* guides, one covering Sauk and Columbia Counties, the other highlighting Grant, Iowa and Lafayette Counties, are available for \$5.20 each from Wisconsin Trails, P.O. Box 5650, Madison, Wisconsin 53705.

Maryland Water-Garden Tour—An interesting opportunity to combine a ship cruise with garden tours occurs May 15. You board the *Port Welcome* in Baltimore, sail across Chesapeake Bay and tour the beautiful gardens of St. Michaels, a community of about 1,400 population on the east shore of the bay, and sail back to Baltimore, all in the same day. Contact Pilgrimage Headquarters, 600 West Chesapeake Avenue, Towson, Maryland 21204, (phone AC 301, 821-6933) for additional information.



1977
FORD TIMES

buyer's digest



**All the facts and figures to support why we say,
When America needs a better idea, Ford puts it on wheels**



THUNDERBIRD — A new look, a new price, a new size

To the elegant new-size Thunderbird for 1977 introduced last fall, Ford Motor Company recently has added an even more luxurious model, the Thunderbird Town Landau.

The Town Landau is for the buyer who wants the ultimate in comfort, driving aids and luxurious appointments. With its new look, the Town Landau maintains the opulence that for years has attracted the most discriminating motorists to Thunderbird.

The standard equipment level on the Town Landau is so nearly all-inclusive that there's little reason for even the most demanding customer to add optional equipment.

The standard engine for this model, for instance, is a powerful 400 CID V-8. And standard power assists include power steering, power-assisted front-disc brakes, a six-way power driver's seat, power side windows, power door locks and a remote-control electric trunk release in the glove box.

The standard interior on the Town Landau includes split bench seats with a manual passenger recliner, crushed velour body-cloth and cloth welts with a unique sew style, velour-trimmed inserts on seat backs and in door and quarter-trim panels, high-gloss instrument-panel and door-panel appliques, courtesy lamps in the quarter-trim panels, an illuminated vanity mirror on the right-hand visor, 18-ounce luxury floor carpet, luxury steering wheel, a day/date clock and luxurious luggage-compartment trim.

SelectAire conditioning and tinted glass are standard on the Town Landau, as is an AM/FM stereo search radio. With a touch



Sports Instrumentation Group
Front cornering lamps



of the tuning bar, the radio automatically locates and tunes in the next listenable AM or FM station. Or the radio can be set to scan the dial automatically, stopping at each station for about eight seconds. A second push of the bar stops the scanning process at any station you like.

Outside, the eye-catcher on the Town Landau is a brushed-aluminum wrapped roof-appliqué. Unique stripes on the upper-bodyside, hood, headlamp doors and decklid and wide, color-keyed vinyl bodyside moldings lend stylish accents to the overall Thunderbird mood. Front cornering lamps are standard on the Town Landau, as are turbine-spoke cast-aluminum wheels with accent paint, white-sidewall tires, dual sport mirrors, accented fender louvers, a Deluxe Bumper Group and unique opera windows with silk-screened "Town Landau" nomenclature.

The Town Landau's uniqueness extends to identification touches such as a hood ornament that encloses a color-coordinated jewel-like insert bearing the Thunderbird insignia, and a 22-karat gold finish right-hand instrument-panel plaque inscribed with the owner's name.

Despite its many standard features, the Town Landau does offer discriminating buyers some options to tailor their cars to individual preferences. These include 12 color choices in vinyl roofs, finger-tip speed control, an automatic temperature-control system, an AM/FM stereo radio with quadrasonic tape player, an electric rear-window defroster, interval windshield wipers, dual-beam map light, automatic parking-brake release, automatic seat-back release, a heavy-duty trailer-towing package and an Illuminated Entry System.

When the door handle is lifted, the Illuminated Entry System sheds a halo of light around the door-lock cylinder and turns on interior lights for added convenience and security when entering the car at night.



Space-saver spare tire

Individually adjustable split-bench seats



LTD II — LTD luxury in a trimmer car at a trimmer price

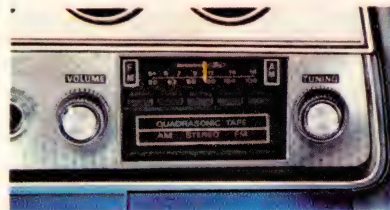
LTD II S two-door hardtop with Sports Appearance Package



A family-size car that's sporty and nimble—that's the LTD II, Ford's brand new entry in the fast-growing intermediate field.

With the quiet quality of the full-size LTD, the 1977 LTD II has powerful performance and nimble handling that reminds one of Mustang II. Although it's trimmer in size than the LTD, there's still plenty of room for a six-member family with all their luggage.

LTD II comes in nine models—two- and four-door versions in each of three series: the LTD II S, the LTD II and the top-of-the-line



AM/FM stereo with quadrasonic tape

LTD II Brougham four-door pillared hardtop



LTD II Brougham, plus three station wagons: the LTD II S, LTD II and LTD II Squire.

The standard engine for two- and four-door models is the peppy 302-CID V-8, and station wagons in all three series are equipped with an even peppier 351-CID V-8. With California or high-altitude emission equipment, the required engines are the 351-CID for two- and four-door models in the S, mid series and Brougham series, and the 400-CID V-8 for station wagons (see wagon article, page 39).

LTD II standard equipment includes SelectShift automatic transmission, power steering, power front disc brakes, steel-belted radial tires, DuraSpark Ignition, wiper-mounted washer jets, DirectAir Ventilation system, coolant-recovery system and more.

Just in time for spring are sparkling new trim options for all three series. The new LTD II Brougham trim set has a crème all-vinyl split-bench seat with blue accent straps and welts, and the exterior color combinations are crème paint with either a crème or blue vinyl roof, and dark blue metallic with either a crème or blue vinyl roof.

Two sporty dress-up options for LTD II S and LTD II two-door models include a sporty grille badge, 14-inch magnum 500 styled-steel wheels with bright trim rings and H70 X 14 tires with raised white letters.

The Sports Appearance Package also features broad tri-color body-side tape stripes that wrap up the rear roof pillar and over the roof.

The Sports Touring Package includes unique Tu-Tone paint in five color combinations with tape breaks on the bodysides, hood and lower back panel.

LTD IIs pictured on these pages include one or more of the following items of optional equipment: Vinyl roof, luxury wheel covers, white-sidewall tires, Deluxe Bumper Group, Convenience Group, Sports Appearance Package, dual sport mirrors and color-keyed deluxe safety belts.



Illuminated Entry System



LTD II S 2-Door



LTD II 4-Door



LTD II Brougham 2-Door



LTD II Brougham 4-Door





FORD LTD —Still a full-size car

Despite the move to smaller cars by much of the U.S. automobile industry, Ford Motor Company hasn't forgotten the big-car family. The Ford LTD for 1977 has kept its full-size roominess and luxurious appointments.

And recognizing that modern man's search for peace and quiet has become almost as compelling as a medieval knight's quest for the Holy Grail, Ford has retained in the LTD the quiet ride that for years has been the envy of competition.

With its long 121-inch wheelbase, the LTD reaches out over bumps and roadbed irregularities, instead of grappling with them. And it affords full six-passenger roominess without crowding. Both front and rear seats give passengers the kind of comfort they enjoy on long trips. There's no scrimping on hip room and shoulder room. And the 21.9-cubic-foot deep-well trunk still is spacious enough to carry the whole family's luggage on a vacation trip.

This year's lineup features six models—the two- and four-door LTD and LTD Landau, and the LTD Wagon and LTD Country Squire (see wagon article, page 39).

The standard engine for the LTD and LTD Landau is the 351-CID V-8. The 400-CID and 460-CID V-8 engines are available as options. (With California emissions equipment, the 400-CID V-8 is standard for all LTD models. The 400-CID is required with high-altitude emissions equipment.)

Other standard equipment includes SelectShift automatic transmission, power steering, power-assisted front-disc brakes, DuraSpark



Power mini-vent windows—draft-free
7,000-pound trailer-towing package



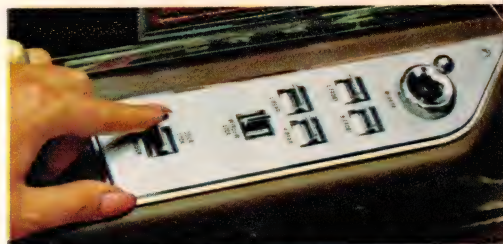
Ignition system, coolant recovery system, steel-belted radial tires, front bumper guards and wiper-mounted washer jets.

Appearance and comfort items standard on the LTD include a bench seat upholstered in Redondo cloth and vinyl, color-keyed cut-pile carpeting, a deluxe steering wheel, full-length padded front-door armrests, woodtone instrument-panel and door appliques, bright drip-rail, wheelip and rocker-panel moldings, power ventilation, bright hood ornament, chrome-plated grille and vinyl-insert bodyside moldings.

The LTD Landau has most of the above features and in addition: a flight-bench seat with fold-down armrest and upholstered in Ardmore cloth and vinyl, concealed headlamps, wide color-keyed bodyside moldings, deluxe door trim with carpeted lower panels, electric clock, rear-door courtesy-light switches on four-door models, full vinyl roof on four-door models and half vinyl roof on two-door models, dual accent paint stripes, full wheel covers, rear bumper guards, left-hand remote-control rear-view mirror, trunk light and dual-note horn.

A wide choice of optional equipment available on any LTD model includes SelectAire conditioning with either manual or automatic temperature control, finger-tip speed control, a choice of six entertainment systems that includes AM/FM stereo search and an AM/FM stereo with quadrasonic tape, power side windows with mini-vents that are great for quietly exhausting smoke, a tilt steering wheel, split-bench seats with manual passenger recliner, electric rear-window defroster and a new Illuminated Entry System that illuminates the keyhole and turns on interior lights when the door handle is lifted.

LTD's pictured on these pages feature one or more of the following items of optional equipment: Convenience Group, Deluxe Bumper Group, front cornering lamps, color-keyed wheel covers, electric rear-window defroster and wide-band white-sidewall tires. □



Power door locks—armrest switch electrically locks or unlocks all doors



LTD 2-Door



LTD 4-Door



LTD Landau 2-Door



LTD Landau 4-Door

GRANADA —Where function and luxury meet

Granada Ghia four-door sedan



The Ford Granada for 1977 combines function and efficiency with a classic design that makes it highly competitive with far more expensive cars.

Priority objectives in the car's design were functional excellence and the efficient use of space, and from these flowed the classic styling that made it possible for Granada to outsell all newcomers to the U.S. automobile market in its first year.

Granada interiors are functional and luxuriously fashionable—thoughtfully planned for passenger riding comfort and durable good taste. And the ride is smooth and controlled, thanks to an independent front suspension that works in concert with a Hotchkiss-drive rear suspension. A front stabilizer bar helps to limit lean on turns, and standard steel-belted radial tires help provide road stability. In



White, lacy-spoke
cast-aluminum wheels

Granada two-door **Sports Coupe**



addition, Granada is one of the few American cars that offer four-wheel power disc brakes.

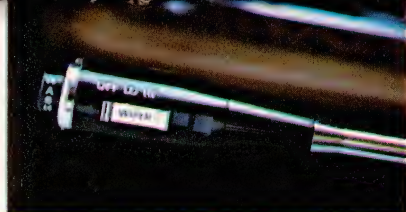
For 1977, there are five editions to choose from—two- and four-door Granada sedans, two- and four-door Granada Ghia sedans, and the Granada two-door Sports Coupe Option.

If you enjoy driving, then a 1977½ Sports Coupe Option may be for you. The new option includes front and rear full-rubber bumper guards, a new taillamp lens with black surround, dual color-keyed outside sport mirrors, styled-steel wheels painted white, louvered opera-window appliqué, and a choice of the standard narrow tape/paint treatment or no-charge wide multicolor accent stripes. The option also includes reclining bucket seats and unique door trim, a floor-mounted shift lever and a black, leather-wrapped sports steering wheel.

Standard functional equipment on the 1977 Granada includes a 200-CID six-cylinder engine (except in California) with DuraSpark Ignition, four-speed fully-synchronized manual overdrive floor-shift transmission (except in California), front disc brakes, dual-action foot-operated parking brake and warning light, articulated windshield wiper and turn-signal-mounted wiper/washer controls.

Ghia models offer most of the preceding standard features plus a left-hand remote-control mirror, dual-note horn, deluxe color-keyed safety belts, rear-door courtesy lamp switches (four-door), hood, bodyside and decklid accent stripes, deluxe door panels carpeted in the lower portion with woodtone appliqué on window sills, deluxe steering wheel, day/night mirror, luggage-compartment carpeting, deluxe sound and ride package, and deluxe color-keyed wheel covers.

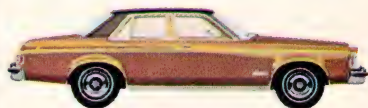
Granadas pictured on these pages feature one or more of the following items of optional equipment: Luxury Decor Group, Sports Coupe Option, white-sidewall tires and vinyl roof. ☐



Turn-signal-mounted wiper/washer controls



Granada 2-Door



Granada 4-Door



Granada Ghia 2-Door



Granada Ghia 4-Door



MUSTANG II —Fun and flair

Mustang II has a brand new option for those who like the fun of a convertible and a hardtop—a T-roof that has easily removable dual roof panels of tinted, tempered glass. The panels fit into a special pouch that can be stored in the luggage compartment.

The T-Roof Convertible is available on Mustang II three-door models—the 2+2, the Mach 1, and with the popular Cobra II package.

The dual glass panels are specially treated to screen out most of the sun's rays. One or both can be removed. Recessed handles and concealed attachments secure the hatches and ensure a neat, finished interior appearance.

Mustang II comes in a total of four sporty models—two-door hardtop and Ghia, and three-door 2+2 and Mach 1. All but Mach 1 come with a standard 2.3-liter four-cylinder engine and four-speed manual transmission. The Mach 1's engine is a 2.8-liter V-6 (not available with California or high-altitude emissions equipment).

Functional standard features on the Mustang II include rack-and-pinion steering, turn-signal-mounted windshield wiper/washer controls, front disc brakes, tachometer and fuel/ammeter/temperature gauges and fold-down rear seat and liftgate on the 2+2 and Mach 1.

Standard appearance and comfort features include low-back bucket seats and cut-pile carpeting.

Mustang IIs pictured on these pages include one or more of the following options: Styled-steel wheels, front spoiler, white-sidewall tires, dual sport mirrors, Deluxe Bumper Group and pin stripes. □



Mustang II Hardtop



Mustang II 2 + 2



Mustang II Ghia



Mustang II Cobra II



MAVERICK — Refined dependability

Maverick for 1977 is still the simple machine—a dependable family compact car.

With eight years of proven performance and with more than 2,000,000 units on the road, Maverick has been honed and refined to a high degree of excellence in its engineering and construction.

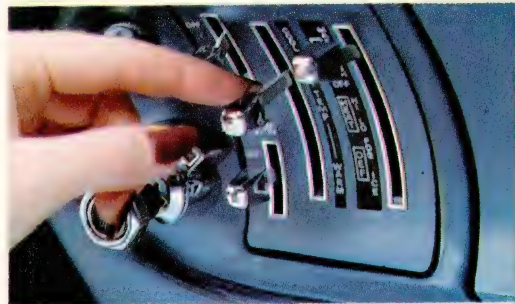
What many families like about Maverick is the way it continues to put first things first—low price, reduced scheduled maintenance, (compared to last year's model) and dependability.

Maverick comes in either two-door or four-door sedan models. The four-door Maverick seats five adults comfortably, and the two-door model accommodates four with room to spare. Trunk space is fully adequate.

The standard engine for Maverick is a dependable 200-CID Six (except in California) coupled with a fully synchronized manual transmission. Peppier 250-CID Six and 302-CID V-8 engines are available as options, as is a smooth-shifting SelectShift automatic transmission.

A number of options are available for increased comfort and convenience. Among these are a SelectAire conditioner that handles cooling, heating and dehumidifying chores, a rear-window defogger that clears away snow, ice and inside condensate, reclining bucket seats that adjust independently for maximum comfort, and a space-saver tire that makes more luggage room available in the car's trunk.

Mavericks pictured on these pages include one or more of the following options: Exterior Decor Group, vinyl roof, Deluxe Bumper Group and white-sidewall tires.



SelectAire conditioner—a cooling, heating, dehumidifying system



Maverick 2-Door



Maverick 4-Door





PINTO —Nimble, quick and fun to drive

Pinto for 1977 has a sporty flair, but its designers didn't forget what customers want in a small car.

Pinto, the best-selling small car in America, adheres faithfully to its original plan—to be an inexpensive car to buy.

Pinto starts with a competitive price. Its maintenance schedule now calls for 10,000 miles between oil changes, and 30,000 miles between stops for lubrication.

There's a wide choice of Pinto models—two-door sedans, the three-door Runabout, and three versions of the world's best-selling station wagon—including a new Pinto Cruising Wagon for those who like to have fun with a mini street van (see wagon article, page 39).

Functional standard equipment on the Pinto includes a proven 2.3-liter four-cylinder engine with a quick, responsive four-on-the-floor manual transmission, precise rack-and-pinion steering, front disc brakes, a hand-operated parking brake, bias-ply black-sidewall tires and an inside hood release.

A new optional Rallye Appearance Package is ready for spring dress up. It includes dual gold accent stripes, dual sport mirrors, black windshield wiper arms, front and rear window-surround moldings, drip, belt and side-window moldings, a black front spoiler, styled-steel wheels with trim rings, and an all-glass third door on the three-door Runabout model. Colors available are black, white, dark blue and dark brown.

Pintos pictured on these pages include one or more of the following items of optional equipment: Rallye Appearance Package, glass third door and raised white-letter radial tires.



Runabout's all-glass door



Pinto 2-Door

Pinto 3-Door Runabout

FORD THE WAGONMASTER

Leading again with big, medium and small wagons



Ford, the traditional leader in the station-wagon market, for 1977 has a wagon to fit every cargo and passenger requirement—from super big to cozy small.

Ford wagons this year come in seven versions, plus a sporty, youthful new Pinto Cruising Wagon and three Econoline Club Wagon models.

Nothing beats the big Ford wagons—the LTD Wagon and the Country Squire—for passenger comfort. And the big wagon interiors are particularly appealing because of the abundant room, elegant appointments and all-vinyl seat trim that are standard. These wagons can seat eight adults comfortably (with Ford's exclusive optional dual-facing rear seats), and there's 94.5 cubic feet of cargo space with rear seats down, plus 9.1 cubic feet of lockable below-deck stowage (8.4 with dual-facing rear seats).

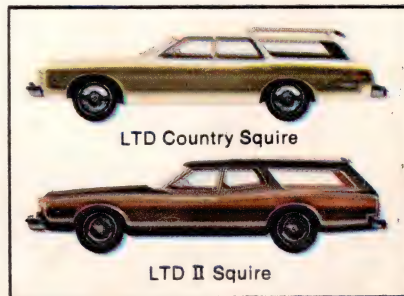
The standard engine is a powerful 400-CID two-barrel V-8 with reliable DuraSpark Ignition. Also standard are a SelectShift automatic transmission, power front disc brakes, power steering, steel-belted radial-ply tires, the three-way Magic Doorgate and a power tailgate window. Additionally, the Country Squire has woodgrain vinyl paneling on the side and in the rear, concealed headlamps, full wheel covers, a cargo-area light, electric clock and rear-door courtesy-light switches.

The LTD II wagons, brand new entries on the market this year, come in three mid-size models—LTD II S, LTD II and the elegant LTD II Squire. Despite the trim size of the LTD II wagons, the interiors are roomy and comfortable. The two standard seats, designed with ample thigh and back support, accommodate six easily. With the optional rear-facing third seat, there is room for eight.

The standard engine is the 351-CID two-barrel V-8 with DuraSpark Ignition (400-CID with high-altitude emissions equipment), and the transmission is the smooth SelectShift automatic. Also standard are power steering, power front disc brakes, wiper-mounted washer jets,



Dual-facing rear seats



LTD Country Squire

LTD II Squire



Pinto Cruising Wagon

LTD Country Squire



Chateau Club Wagon



a fold-down second seat and three-way Magic Doorgate.

For those who don't need the commodious accommodations of the big Ford wagons or the LTD II models, there's the sporty, compact Pinto group that traditionally outsells all other wagons of any size. The Pinto comes in three models—the basic low-cost Pinto Wagon, the dressy Pinto Squire Wagon, and the all-new Pinto Cruising Wagon for customers who want the charisma of a full-size customized van in a smaller package.

The standard power plant for Pinto wagons is the 2.3-liter four-cylinder engine mated to a floor-mounted, fully synchronized four-speed manual transmission.

The Pinto Cruising Wagon has steel side panels with bubble-glass portholes, a front spoiler, dual sport mirrors, styled-steel wheels with trim rings, a Sports Rallye Package and luggage rack.

The Ford Club Wagon is the very latest thing in van-type design. These wagons are the only ones on the market with a separate body and frame. The separate ladder-type frame makes it possible to isolate the body through rubber mounts, add front-end impact protection and give the wagon a towing capacity up to 8,000 pounds. Seats are available for 5, 8 or 12 passengers. There are 124-inch and 138-inch wheelbases.

The 300-CID six-cylinder engine and a fully synchronized three-speed manual transmission are standard.

Wagons pictured on these pages include one or more of the following options: Deluxe luggage rack, Convenience Group, front cornering lamps, Deluxe Bumper Group, vinyl-insert bodyside moldings, wide-band white-sidewall tires, deluxe wheel covers, dual sport mirrors, LTD II Squire Brougham option, and Pinto Cruising Wagon with optional tape and paint treatment.



Pinto Cruising Wagon



Pinto Squire Wagon



Custom Club Wagon



Chateau Club Wagon

Facts and Figures

Manufacturer's suggested retail prices for 1977 Ford Division passenger cars and most popular options. Use these figures with the Armchair Estimator on page 46. Note: Many Ford options covered in this Buyer's Digest section are available on most models, not on others. Some are required or restricted in combination with other options.

FORD LTD

LTD 2-door pillared hardtop*	\$5,128.00
LTD 4-door pillared hardtop*	5,152.00
LTD Landau 2-door pillared hardtop*	5,717.00
LTD Landau 4-door pillared hardtop*	5,742.00
LTD 6-passenger wagon**	5,415.00
LTD 6-passenger Country Squire wagon**	5,866.00
*351-CID 2V V-8 standard (400-CID V8 standard in California)	
**400-CID 2V V-8 standard	
* & **SelectShift automatic transmission, power steering, power front disc brakes standard.	

Optional Equipment Highlights

400-CID 2V V-8 (over 351-CID)	126.00
460-CID 4V V-8 (over 351-CID)	271.00
(over 400-CID)	171.00
Electric power door locks	
2-door models	75.00
4-door models	104.00
Power seat-6-way	143.00
Power mini-vent & side windows (4-door models)	246.00
Power side windows (2-door models)	120.00
All other models	175.00
SelectAir conditioner	533.00
With automatic control	605.00
Front cornering lamps	43.00
Rear-window electric defroster	87.00
Tinted glass—complete	71.00
Illuminated entry system	51.00

Light Group		
2-door LTD	33.00	
4-door LTD & LTD wagon without Luxury Landau Group	38.00	
Lockable wagon stowage compartment	43.00	
Deluxe wagon luggage rack	103.00	
Convenience Group		
4-door LTD Landau	84.00	
4-door LTD	101.00	
2-door LTD Landau	116.00	
Station wagons	120.00	
2-door LTD	133.00	
Digital clock		
LTD Landau and Country Squire wagon	26.00	
All other models	46.00	
AM radio	72.00	
AM/FM monaural radio	132.00	
AM/FM stereo radio	192.00	
AM/FM stereo radio with tape player	266.00	
AM/FM stereo search radio	349.00	
AM/FM stereo radio with quadrasonic tape player	399.00	
Illuminated visor vanity mirror		
Models with Convenience Group	42.00	
All other models	46.00	
L/H outside remote-control mirror	14.00	
Power moonroof	888.00	
Dual-facing rear wagon seats	126.00	
Split-bench seat with manual reclining passenger seat	134.00	
Dual rear-seat speakers	43.00	
Finger-tip speed control		
With Landau Luxury Group	93.00	
All other models	114.00	
Tilt steering wheel	64.00	
Heavy Duty Trailer-Towing Package	132.00	
Deluxe Bumper Group		
LTD Landau	46.00	
All other models	66.00	
Rear bumper guards	20.00	
Fender skirts	43.00	
Landau Luxury Group		
Country Squire wagon	451.00	
LTD Landau models	474.00	
LTD station wagon	538.00	
Vinyl-insert bodyside moldings	41.00	
Dual accent paint stripes	30.00	
Full vinyl roof		
2-door LTD Landau	NC	
All other models	116.00	
Half vinyl roof	116.00	
Leather-and-vinyl seat trim	241.00	
DuraWeave vinyl trim	58.00	
Full wheel covers	36.00	
Color-keyed wheel covers		
Models with full wheel covers standard	58.00	
All other models	93.00	
Deluxe wheel covers		
Models with full wheel covers standard	58.00	
All other models	93.00	
Wire wheel covers		
Models with wheel covers standard	99.00	
All other models	134.00	
Four deep-dish forged-aluminum wheels		
LTD Landau	234.00	
LTD	270.00	
LTD Landau Crème & Blue Feature Package (with Landau Luxury Group)	474.00	

LTD II

LTD II S	
2-door hardtop*	\$4,528.00
4-door pillared hardtop*	4,579.00
LTD II	
2-door hardtop*	4,785.00
4-door pillared hardtop*	4,870.00
LTD II Brougham	
2-door hardtop*	5,121.00
4-door pillared hardtop*	5,206.00
LTD II S 4-door station wagon**	4,806.00
LTD II 4-door station wagon**	5,064.00
LTD II 4-door Squire station wagon**	5,335.00
*302-CID V-8 engine standard	
**351-CID V-8 engine standard	
* & **SelectShift automatic transmission, power steering and power front disc brakes standard	

Optional Equipment Highlights

351-CID V-8 engine (over 302-CID)	92.00
400-CID V-8 engine (station wagons)	153.00
All other models	208.00
Power Lock Group	
2-door models	92.00
4-door models	121.00
Station wagons	125.00
Power seat, 6-way	143.00
Power side windows	
2-door models	114.00
All other models	158.00
Power tailgate window (Std. on Squire)	45.00
SelectAire conditioner	
Manual	512.00
Automatic	553.00

Day/date clock	
LTD II Brougham or Squire wagon models	20.00
All other models	39.00
Front cornering lights	43.00
Electric rear-window defroster	87.00
Tinted glass, complete	57.00
Illuminated Entry System	51.00
Light Group	
2-door models	46.00
4-door and wagon models	49.00
Deluxe roof luggage rack (wagon models)	100.00
Dual sport remote-control mirrors	51.00
Left-hand remote-control mirror	14.00
Illuminated visor vanity mirror	
Models with Convenience Group	42.00
All other models	46.00
AM radio	72.00
AM/FM monaural radio	132.00
AM/FM stereo radio	192.00
AM/FM stereo radio with tape player	266.00
AM/FM stereo search radio	349.00
AM/FM stereo radio with quadrasonic tape player	399.00
Bucket seats with console	
2-door LTD II Brougham	NC
2-door LTD II model	158.00
Rear-facing third seat (wagons)	100.00
Dual rear-seat speakers	43.00
Finger-tip speed control	
With Sports Instrumentation Group	93.00
All other models	114.00
Tilt steering wheel	63.00
Heavy-duty/handling suspension	
All station wagon models	9.00
All other models	33.00

Heavy-Duty Trailer-Towing Package	
Station wagon models	93.00
All other models	151.00
Deluxe Bumper Group	72.00
Exterior Decor Group	
With Convenience Group	225.00
All other models	276.00
Rocker-panel moldings	28.00
Vinyl-insert bodyside molding	39.00
Dual accent paint stripes	30.00
Tu-Tone paint treatment	
LTD II Brougham	49.00
LTD II models	88.00
Full vinyl roof	
2-door models	111.00
4-door models (includes opera windows)	162.00
Half vinyl roof (2-door only)	111.00
Squire Brougham option	203.00
Deluxe wheel covers	36.00
Luxury wheel covers	
LTD II Brougham, Squire wagon or models with Exterior Decor Group	59.00
All other models	95.00
LTD II Brougham Crème & Blue Feature Package (includes vinyl roof and seats)	
4-door models	184.00
2-door models	133.00
LTD II Sports Touring Package	
LTD II	186.00
LTD II S	297.00
LTD II Sports Appearance Package	
LTD II	99.00
LTD II S	211.00

GRANADA

2-door sedan	\$3,960.00
4-door sedan	4,038.00
2-door Ghia sedan	4,390.00
4-door Ghia sedan	4,468.00
200-CID 6-cylinder engine with 4-	

speed manual overdrive transmission standard. Not available in California and high-altitude areas. 250 CID 6-cylinder engine requires SelectShift automatic transmission at extra cost in California. 302-CID V-8 engine requires SelectShift automatic trans-

mission and power front disc brakes at extra cost in California and designated high-altitude areas.

Optional Equipment Highlights

250-CID 6-cylinder engine (over 200-CID)	122.00
--	--------

GRANADA CONT.

302-CID V-8 engine (over 200-CID)	260.00
351-CID V-8 engine (over 200-CID)	345.00
SelectShift Cruise-O-Matic Transmission	186.00
Flloor-shift transmission (N.A. in high altitude areas).....	29.00
Power front disc brakes.....	58.00
Power steering.....	137.00
SelectAire conditioner	
Manual control.....	467.00
Automatic control.....	506.00
Electric rear-window defroster.....	80.00
AM radio.....	66.00
AM/FM stereo radio.....	176.00
AM/FM stereo radio with tape player..	243.00

Reclining individual front seats.....	64.00
Tilt steering wheel.....	58.00
Vinyl roof.....	101.00
Deluxe wheel covers	
Ghia models.....	NC
Sedan models.....	24.00
Wire wheel covers	
Sedan models with Sport Coupe Option.....	(11.00)
Ghia models.....	66.00
All other Sedan models.....	90.00
Sports Coupe Option	
With manual transmission.....	542.00
With automatic transmission.....	571.00
Includes white-painted styled-steel wheels with bright trim rings,	

louvréd opera-window appliqué, floor shift, reclining bucket seats, dual sport mirrors and more.	
Luxury Decor Option.....	618.00
Includes lacy-spoke cast-aluminum wheels, bumper guards with rubber inserts, ribbed-velour cloth-and-vinyl flight-bench seats, large door armrests, rear-seat center armrest, power side windows and more.	
Finger-tip speed control	
2-door Sedan with Sports Coupe Option.....	49.00
4-door Ghia with Luxury Decor Option.....	86.00
All other models.....	105.00

THUNDERBIRD

2-door hardtop*.....	\$5,063.00
Town Landau**.....	7,990.00
*302-CID V-8 engine standard (351-CID or 400-CID V-8 required in California). SelectShift automatic transmission, power steering, power front disc brakes standard.	
**400-CID V-8 engine standard	

Optional Equipment Highlights

351-CID V-8 (over 302-CID V-8).....	92.00
400-CID V-8 (over 302-CID V-8).....	208.00
Power Lock Group.....	92.00
Power seat, 6-way.....	143.00
Power side windows.....	114.00
SelectAire conditioner	
Manual.....	512.00
Automatic.....	553.00
Day/date clock.....	20.00
Front cornering lights.....	43.00
Electric rear-window defroster.....	87.00
Tinted glass, complete.....	61.00

Illuminated Entry System.....	51.00
Light Group.....	46.00
Dual remote-control sport mirrors	
With Convenience or Luxury Group ..	NC
All other models.....	51.00
Right-hand illuminated visor vanity mirror	
With Interior Decor Group.....	42.00
All other models.....	46.00
Power moonroof.....	888.00
AM/FM monaural radio.....	59.00
AM/FM stereo radio.....	120.00
AM/FM stereo radio with tape player ..	193.00
AM/FM stereo search radio.....	276.00
AM/FM stereo radio with quadrasonic tape player.....	326.00
Dual rear-seat speakers.....	43.00
Finger-tip speed control	
With Sports Instrumentation or Interior Luxury Group.....	93.00
All other models.....	114.00
Tilt steering wheel.....	63.00
Sports Instrumentation Group	
With Convenience Group.....	103.00
All other models.....	111.00

Heavy-Duty Handling Suspension.....	79.00
Heavy-Duty Trailer-Towing Package ..	138.00
Deluxe Bumper Group.....	72.00
Exterior Decor Group	
With Convenience or Interior Luxury Group.....	317.00
All other models.....	368.00
Interior Decor Group.....	299.00
Interior Luxury Group.....	724.00
Wide color-keyed vinyl bodyside moldings.....	51.00
Dual accent paint stripes.....	39.00
Tu-Tone paint treatment.....	49.00
Two-piece vinyl roof.....	132.00
Leather-and-vinyl seat trim.....	241.00
Wire wheel covers	
With Exterior Decor Group.....	(47.00)
All other models.....	99.00
Four turbine-styled cast-aluminum wheels	
With Exterior Decor Group.....	88.00
All other models.....	234.00
Silver/Lipstick Feature Package.....	453.00
Includes Interior Decor Group, vinyl roof and all-vinyl trim	

MAVERICK

2-door sedan*	\$3,272.00
4-door sedan*	3,345.00
*200-CID 6-cylinder engine with fully synchronized 3-speed manual transmission standard except in California and high-altitude areas (250-CID 6-cylinder engine with SelectShift automatic transmission in California, and 302-CID V-8 with SelectShift automatic transmission and power front disc brakes at extra charge in high-altitude	

areas)

Optional Equipment Highlights

250-CID 6-cylinder engine (over 200-CID)	122.00
302-CID V-8 engine (over 200-CID)	236.00
Power front-disc brakes	57.00
Power steering	134.00
SelectAir conditioner, manual	449.00
Convenience Group	
With Interior Decor Group	51.00
Without Interior Decor Group	67.00
Includes interval windshield wipers,	

outside left-hand mirror and more	
Remote-control rear-window defogger	43.00
AM radio	66.00
AM/FM monaural radio	120.00
Vinyl reclining bucket seats	
With Interior Decor Group	77.00
All other models	99.00
Interior Decor Group	113.00
Vinyl roof	88.00
Vinyl seat trim	20.00
Front and rear bumper guards	35.00

MUSTANG II

2-door hardtop*	\$3,678.00
3-door 2+2*	3,877.00
2-door Ghia*	4,096.00
3-door Mach 1**	4,332.00
*2.3 liter 4-cylinder engine with 4-speed manual transmission standard	
**2.8-liter V-6 engine with 4-speed manual transmission standard	

Optional Equipment Highlights

302-CID V-8 engine	
Mach 1	(12.00)
All other models	294.00
2.8-liter V-6	306.00

Power front disc brakes	57.00
Rack-and-pinion power steering	125.00
SelectAir conditioner, manual	443.00
Remote-control dual sport mirrors	47.00
AM radio	65.00
AM/FM stereo radio	
Models with Deluxe Equipment Group	41.00
All other models	161.00
Flip-up open-air roof	145.00
Fold-down rear seat	84.00
Rallye Package	
Mach 1 or models with Cobra II Package, Exterior Accent Group or Rallye Appearance Package	54.00
All other models	101.00
Exterior Accent Group	211.00

Appearance Decor Group	
Hardtop	151.00
2+2	106.00
Cobra II Package	514.00
Includes front spoiler, trunk-lid-mounted spoiler, simulated hood scoop, and more	
Color-keyed vinyl-insert bodyside moldings	63.00
Ghia Sports Group	398.00
Four styled-steel wheels with trim rings	
Ghia	59.00
2-door Hardtop	78.00
Rallye Appearance Package	157.00
T- Roof Convertible	
2+2 with Cobra II	587.00
2+2 without Cobra II	629.00

PINTO

Pony 2-door sedan	\$3,077.00
2-door sedan	3,214.00
3-door Runabout	3,229.00
Station wagon	3,524.00
Squire station wagon	3,868.00
2.3-liter 4-cylinder engine with 4-speed manual transmission standard	

Optional Equipment Highlights

2.8-liter V-6 engine	306.00
----------------------	--------

SelectShift automatic transmission	248.00
Power front disc brakes	57.00
Power steering	125.00
SelectAir conditioner, manual	443.00
Remote-control dual sport mirrors	47.00
AM radio	65.00
AM/FM monaural radio	120.00
Flip-up open-air roof	145.00
4-way manual driver's seat	30.00
Sports Rallye Package	84.00
Cruising Wagon Option*	
Models with Interior Decor Group	335.00

All other wagons	357.00
Vinyl-insert bodyside moldings	37.00
Tu-Tone Paint/Tape Treatment	
With Exterior Decor Group	5.00
All other models	51.00
Wheel covers	29.00
Rallye Appearance Package	
2-door	190.00
3-door	178.00
Accent Stripe Group	398.00
*In California prices and content are different. See your dealer.	

1977 Armchair Estimator

See how easily you can own the Ford you want—equipped the way you want it. Select prices for the model and equipment you want from the suggested retail (sticker) prices listed. Enter them in the spaces below. Then see your Ford Dealer for his price on the same car. You'll be pleasantly surprised.

1. Write in the base sticker price of the Ford, LTD II, Granada, Mustang II, Maverick, Thunderbird, or Pinto of your choice.

2. Write in the total sticker price of the options you want.

3. Add 1 and 2 to obtain the approximate manufacturer's suggested retail price of your car, equipped the way you want it.

4. Add to 3 any sales or other state and local taxes that apply in your area. Call your Ford Dealer to determine charges for gasoline and transportation to his dealer point. Write the total here.

5. If you plan to trade, make a rough estimate of the trade-in value of your present car, or ask your Ford Dealer for an exact appraisal. Enter this amount or the amount of your down payment here.

6. Subtract 5 from 4. This gives your Armchair Estimated Price for a new Ford.

7. To figure monthly payments, take the price from No. 6 and multiply it by the appropriate factor listed below:

12 months .089
18 months .061
24 months .047
30 months .039
36 months .033

This table gives a good approximation of payments computed at an ANNUAL PERCENTAGE RATE OF 12%. It cannot provide exact figures due to local variations in finance rates, taxes, insurance and transportation charges. It is helpful, however, in showing how little extra per month you pay to add valuable options to your car. For example, adding power steering to a Granada costs about 15¢ a day on a 36-month contract: $\$137.00$ (price of item) $\times .033 = \$4.52$ per month $\div 30$ days = 15¢ per day.

IMPORTANT NOTICE—Prices shown are manufacturer's suggested retail (sticker) prices F.O.B. factory, Detroit, Michigan. Optional equipment prices are based on factory installation. *Transportation charges, gasoline, license and title fees, state and local taxes are not included.* At the time of printing, prices, product information and specifications were in effect and correct. Ford Division of Ford Motor Company reserves the right to change prices, product specifications, and designs at any time, however, without notice and without incurring obligation. See your Ford dealer for his prices and terms.

During Ford's special Limited Edition Program through May, a variety of options are available at reduced prices on Pinto, Mustang II, Granada and Maverick. See your Ford Dealer for details.



FORD DIVISION



Sorry I Never Knew Your Name

by Barbara Mullen

illustrations by Max Altekruise

IT SOUNDS CRAZY, maybe, but some of my best friends are strangers.

Of course everyone's a stranger until we get acquainted, even mothers and fathers, but I'm thinking now of people I've met once or not at all, who offered a surprising kindness or a shared joke. Then we went our ways, I somehow richer for the meeting.

Take the manager of the general store in Wadsworth, Nevada. That store was all that kept Wadsworth from being a ghost town that year. Waiting for the bus into Reno, some 30 miles west, my daughter was too young to need a bus ticket, but she hurt with wanting one. The grocer tore off a scrap of pink butcher paper and lettered carefully: "Admit one little girl to Reno."

We never saw him again, but that slip of paper is still a prized possession.

Waiting for another bus in front of a woodworking shop in Berke-

ley, we started talking to the proprietor, who was stretching his legs a bit. "Come in the shop a minute," he invited. We followed him into his cluttered, wood-fragrant shop. Quietly, he searched for the right scrap of smooth wood, cut out an enchanting small pig on his jigsaw and presented it with a bow. When we tried to say thank you, he was already busy at something else.

At a garage sale, I took a fancy to a funky old-fashioned bookcase, painted blue.

"There must be some mistake," I turned to the girl in charge. "This says free."

"No mistake. Help yourself."

"But it won't fit in this little car."

"Not to worry. We'll deliver it."

And they did!

The list is longer than my memory.

There was the druggist. After a brief stay in a strange town, I mailed a prescription back for a refill. It came by return mail, along with a note and a refund check! The note read: "Since you were here, the price on this medication has been lowered. Also, we don't charge postage."

The amount was tiny—all the more reason for him not to bother—but oh, the principle!

Another time, I sent a manuscript to a magazine. It came back promptly with a double apology. They were sorry they couldn't use it. What was worse, while the editor was reading it, coffee somehow



got spattered. They had therefore taken the liberty of retyping it and hoped I wouldn't mind.

Buying a small cabin meant endless expense and frustration. The minute the roof was fixed, a plumber announced that the cabin needed a new water heater costing well over \$100. A few days later, he showed up, chuckling and apologetic. He had just taken out an almost-new water heater for another customer; the problem turned out to be in the pipes rather than the heater, but the customer had decided on a larger model. So, the plumber had bought the extra one for me, for \$25. He hoped that was OK.

In that same jinxed cabin one afternoon, a burglar took off with what seemed a huge share of my worldly goods. A lady who heard about my loss on the chatty local radio called to ask if I would like a dog as protection. Yes, but for some unremembered reason, I couldn't get out to their farm to get it. No sweat, she assured me; she would drive the pup in, along with a case of dog food. When the dog (who loved everybody) proved to be slightly more trouble than he was worth as a watchdog, she came and picked him up.

It was exciting to tape eight-year-old John McGinn's first piano composition, but after we had played it a time or two the tape broke inside the cassette. I took it to a man who might be able to fix it. He didn't know and he sat at his bench, turn-



ing it over and over as I eyed the sign on the wall: "Labor—\$18 an hour." Pretty soon he started fiddling with it and, in a half an hour, got it back together.

When I reached for my checkbook, he said, "Naw. That darned thing was a challenge. I've never fixed one like it before and they say it can't be done but I did it!"

There've been more incidents, many more, some almost too small to mention yet all too large to forget. The world may be crowded with criminals. It is also stuffed with wonderful people I don't really know, strangers who've brightened a day with a small thoughtfulness.

I don't remember their names (and most I never knew) so it's impossible to thank them properly.

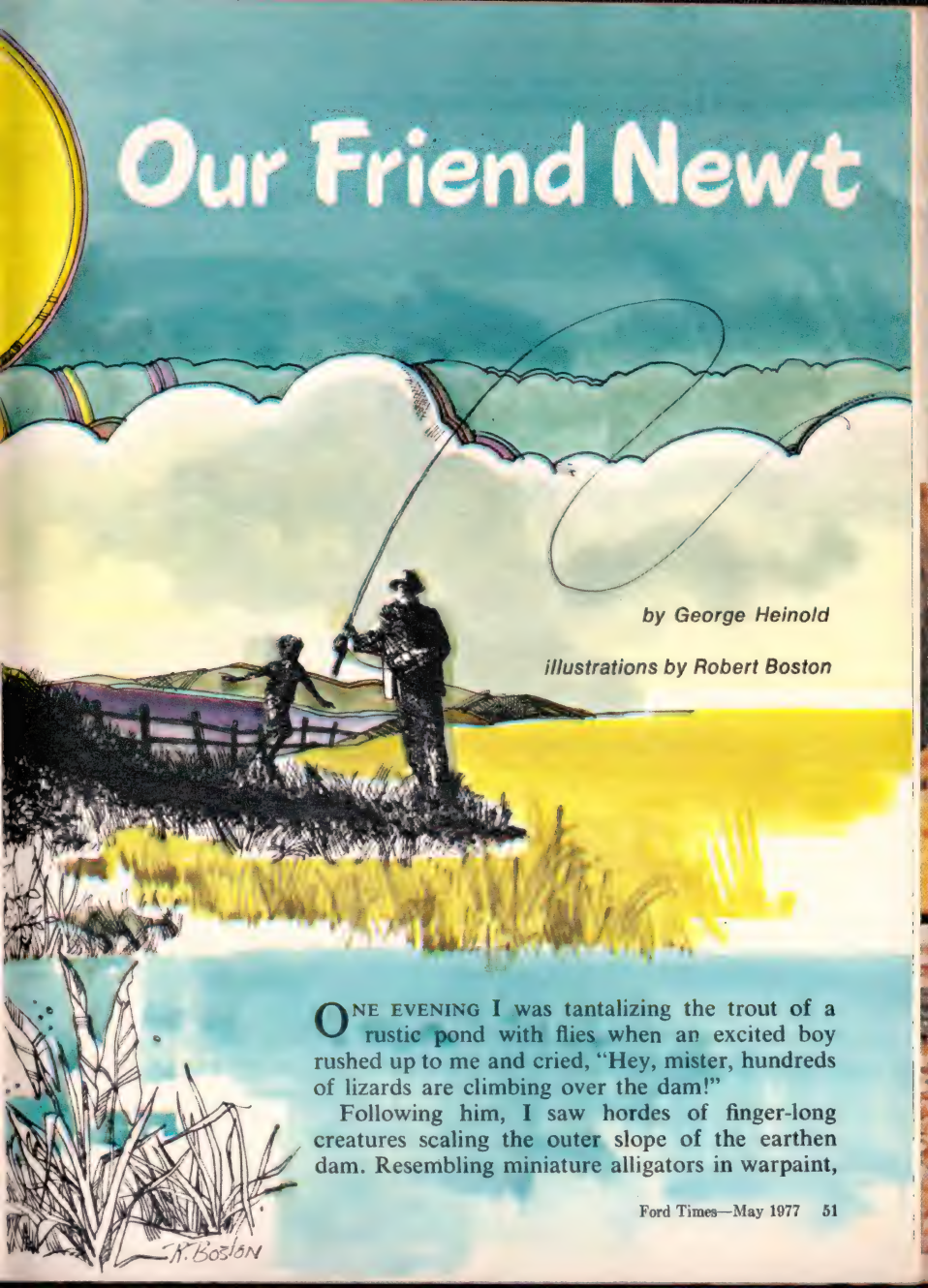
Once in awhile, though, I try to surprise someone back. □



Our Friend Newt

by George Heinold

illustrations by Robert Boston



ONE EVENING I was tantalizing the trout of a rustic pond with flies when an excited boy rushed up to me and cried, "Hey, mister, hundreds of lizards are climbing over the dam!"

Following him, I saw hordes of finger-long creatures scaling the outer slope of the earthen dam. Resembling miniature alligators in warpaint,

their bright green bodies and long tails were dotted with black-bordered spots of vivid crimson.

"What are all those lizards doing here?" asked the awed boy.

"They're not lizards—they only look something like them," I explained. "They're a kind of salamander called newts. Newts spend part of their lives on land and the rest in water. This bunch is migrating into the pond."

The boy's error was a commonplace one. Many people encounter the prolific newt, whose scientific name, *Notophthalmus viridescens*, is nearly as long as he is. Most confuse him with the lizard. But a scaly lizard the smooth-skinned newt is not.

Casual observers, however, really shouldn't be censured for this mistake. Newt's physical makeup, habits and behavior aid and abet confusion. Though he cannot change his color at will, as does the chameleon, his color does change three times during his life.

Hatched in early spring, newt begins life as a brown-skinned resident of lakes, ponds and streams who breathes through gills. Some three months later, now 1½ inches long, he forsakes his aquatic life to spend the next two years or so on land, returning to water only periodically to capture food. This phase of newt's life is known as his "eft" days. The color of his skin now changes from brown to red, and finally, as he attains

maturity and 3½ inches in length, from red to red-spotted yellow.

When the exodus of efts from water to land takes place, metamorphosis, or the replacement of lungs for gills, is completed. For the rest of their lives they breathe through lungs, even when they return to water in adulthood.

For the first few weeks of their terrestrial lives, or until their skins toughen to protect them from bruises and sunburn, the newts remain under logs, rocks, leaves and such and their movements are mostly restricted to nighttime and rainy days. They have to satisfy their appetites with worms, caterpillars, mosquitoes, bees, ants, and other invertebrates.

Once his skin has been conditioned, newt's diet expands to include small snails, leeches, and crustaceans. These tide him over during the lean months of the forthcoming winter, when he retires into the shelter of hollow logs, marshland bogs, ground burrows, or underneath the loose bark of trees.

Much to our benefit, the appetites of the newts become more varied in spring. Now they dine avidly on insect larvae. The young of toads and frogs also are included in the diet of newts.

An assignment in a biology course once took me to a stagnant pool that was a breeding-spot for mosquitoes, which lay their eggs in this kind of water. The pool rippled with mosquitoes struggling



to escape their pupal encasements and fly away. While I watched, at least 50 newts slipped into the pool and gorged on pupal mosquitoes which would never bite us.

Also included among the staples of newts are the offspring of the housefly, an enemy that plagues us by spreading typhoid, cholera, dysentery and many other diseases. Newts are particularly fond of the housefly in its grub stage, the period it goes through within a day after the female has deposited its tiny eggs in places such as garbage and other decaying refuse. Once the keeper of a public dump called my attention to the hundreds of "lizards" eating maggots. Those "lizards" were newts who had found a treasure trove of housefly grubs and were making the most of a good thing. A good thing for us, too.

Shortly after mating, the female newt begins laying from 200 to 375 eggs in her watery home. She is as clever at protecting her own eggs as she is at searching out those of mosquitoes and houseflies. She doesn't simply release them in a single bunch, thus making it easy for a hungry bass or pickerel to consume them with one gulp. The laying process takes her several days. Mother Newt meticulously wraps each of her spherically shaped eggs in the leaf of an underwater plant or sticks it on a stone or reed with its adhesive casings. By not putting all her eggs in one basket, Mother Newt guarantees

the future of her species.

Still another reason newts remain so abundant is that, after becoming efts, they are distasteful to predators because their skin glands now excrete a mild form of poison. I have seen cats grab newts and, grimacing, spit them out. Sometimes acute hunger will cause a skunk or opossum to ignore the bad taste and devour them in sufficient quantity to bring death to the newts. Though fishermen use other varieties of salamanders to bait their live-lines, those who know the score never offer newts. Fish either refuse them or instantly reject them.

Newts in their eft-hood days are often seen migrating by the hundreds, sometimes even by the thousands, in the wake of rains or during foggy mornings and evenings. Many of them will frequently wander several miles from their place of birth to populate other waters. Colonizing new waters to breed new stock is still another reason why spotted newts more than hold their own during an age when the feverish building of housing developments, shopping centers and airports is greatly harming other species of wildlife.

Right now it appears that there will always be newts to help us reduce the amount of pesticides used in controlling insects. Even though there are too many of them to count, let's be thankful for these little blessings. □



Scenes from Life at Charleston's Battery

This famous bit of land is marked by
typically Southern action and elegance

by Roy Bongartz

paintings by Marcus Hamilton

THE BATTERY, a breezy, historic half-mile promenade that rims the tip of Charleston where the old port city pokes down into its harbor, provides one of the best uses of waterfront in the country. Instead of the commercial clutter of warehouses and docks, or the transient flapdoodle of a seaside resort, here is a good solid old city with its elegant mansions proudly facing the sea.

The railing all along the water is ideal for leaning on. The eye is drawn outward upon the placid skyline of the harbor, with its passing ships and sailboats, low-lying battlements of Fort Sumter on its island that guards the harbor mouth, and lighthouses diminished by distance. Seven miles away lies the open sea. Here on land the Battery and adjoining streets form

the aristocratic part of town, called South of Broad, and also "Below the Drain"—the low ground where a high tide occasionally backs up into the plumbing, an unmistakable sign of class in Charleston.

Another sign is "northside manners." Porches and gardens face south to catch prevailing winds, so nobody South of Broad would ever think of even glancing out of his north windows to spoil his neighbor's privacy. Behind formidable wrought-iron gateways guarded by touchy watchdogs these old families live a traditional life of unruffled calm. The old man has shrimp and hominy for breakfast, then strolls up to his broker's office on Broad Street, where a low railing separates the customer's bench from the boss's rolltop desk. He's back at two for a roast beef dinner, and then he and everybody else in these Battery houses take a nap before returning to work.

The heart of the Battery is White Point Gardens, named for the mounds of oyster shells upon which it was built. It is a grassy expanse of gracefully spreading live oaks, palmettoes, and historical markers, where once, in 1718, 22 pirates were all hanged on the same morning, then left on their ropes as warning to their colleagues offshore.

Earliest arrivals in the park are the grey-haired joggers. One, in shorts and yellow polo shirt, makes several circuits with a willing Dalmatian on a leash who exactly



paces his master. Later, every week or so, come the world's fastest tractor drivers with two bright orange tractors dragging wide grass mowers that race into the park and snake their way like stock car racers in and around the trees in a storm of flying blades of grass, describing fancy arabesques as they skin past benches and bushes and statues and each other. All the grass is mowed in a trice and the tractors speed off to mow all the rest of South Carolina before nightfall.

It's still early when two Labrador retrievers make their daily leap into the sea and head for France. They are followed along the Battery walkway by their mistress, a leggy tanned blonde in a short tennis dress, and by two policemen, all calling to the dogs to turn back. The police chase these two dogs this way often. "They're part of our lives," says one officer resignedly. Once the dogs swam clear across the harbor and got stranded on James Island, one of several dots of land out there. Usually the pair make repeated starts for the horizon and then turn back to the shore and shake water on their pursuers.

The East, or High Battery, is the oldest part of the promenade, rising six feet above the roadway upon old fortifications. Stone stairways appear at intervals. A slender, thin-faced woman, who refuses to age and whose outfit is highlighted by an electric blue headdress, halts



halfway up the stairway to hail an old gentleman in a soft straw hat and frock coat who is sauntering along the walkway, swinging his cane with a slight touch of jauntiness. The woman's clipped poodle tugs at the leash. They exchange small talk. You don't need a program to tell the home team from the visitors. Groups of tired-out ladies plod doggedly through historic houses. Several are open year around and in the spring some 100 private mansions are opened in a series of organized tours. A favorite is one by candlelight, where electric lights are doused in all the Battery houses and in others nearby. The houses not open for the tour nevertheless are expected to use candles only and are furthermore subjected to extraordinary "peeking" privi-



leges" allowed only at tour time. The viewing of live Charleston aristocrats in their native habitat is considered a very rare treat. The names of the houses are evocative: Dr. John Beaufain Irving's house, Garden of Mrs. Mary Gadsen's house, Colonel Othniel Beale's Courtyard, Louis D. deSaussure's Carriage House, Miss Amarinthea Elliott's house. The Chamber of Commerce advertises, "Arrive in

Charleston and suddenly it's yesterday," and it is true that Battery people do tend to lapse into a historical present tense when talking with visitors. It can sound as if George Washington's visit here was only last night, or maybe it's tonight.

Battery kitchens provide some Charleston specialties, many described in a cookbook entitled *Charleston Receipts*, such as smothered marsh hens, Aunt Julie

Gadsden's egg soufflé, she crab soup, and James Island shrimp pie. Shrimp traditionally was sold South of Broad from pushcarts by blacks who spoke a Carolina dialect called Gullah, crying "Swimp!" They are gone now but flower and vegetable carts still make regular rounds of the Battery houses.

Other delicacies are back river pâté, made with "left-over venison," and Otranto pine bark stew: "Arise early and go on the lake and catch about 18 bigmouth bass . . ." Local drinks include the Plantation Greeter (a jigger of bourbon, a dash of lemon juice, grenadine, and Benedictine), and Mrs. A. H. Mazyck's Ratifiá ("Take 1 gallon best brandy, 1 quart Madiera wine, 1 quart muscat wine, 1 pint orange-flower water, 3 pounds loaf sugar, 1 pint rose water, 1,000 peach kernels. Put in crock and keep in the sun for 4 or 5 weeks.")

South of Broad folk do not modify their living ways as a result of any trip they make to Newport or Europe. They do not much like to travel anyway. Charleston is the center and the Battery is Charleston. Visitors are expected to present an engraved calling card and then wait to be admitted. Inside a Battery house a chipper, sweet-faced lady with a diaphanous hairnet that has sparkling bits of decorative glass in it will confide with restrained pride that she and her husband have 24 rooms to themselves and have never rented any of them out.

The houses are old enough to have their own way with the people who live in them. One owner, perhaps perversely, hates the sight of her intricate parquet floors, but she would perish the thought of covering them with rugs. The houses smell of wax polish; Charleston uses more brass polish than any other city in the country.

Two more Battery scenes, the first in early evening: a delivery boy rides his bike up to a massive doorway and rings the bell. After a time the door slowly opens a crack. "Drugstore for Miz Campbell," he says. A hand reaches out to take the package. The door closes, and the boy rides away. The other scene, at sunrise: there is one of the famous Charleston wrought-iron park benches in White Point Park. It is still early for the joggers. A faint mist rises among the azaleas. On the bench is draped a lady's forgotten cashmere sweater, and there just by it on the ground lies an empty Beaujolais bottle.

Charleston, with its motto—"She guards her buildings, customs, and laws"—is real, and the epitaph in the St. Philips churchyard is real, too: "Yesterday for me and today for thee." The ringing brightness of the chimes of St. Michael's comes from real bells truly struck. There is nothing false about it. The whole place is actually the way it at first seems. Maybe this is why Charleston is so much harder to believe than Disneyland. □



Favorite Recipes

FROM FAMOUS RESTAURANTS BY NANCY KENNEDY



painting by Max Altekruze

JUDGE RIGGS RESTAURANT WICHITA, KANSAS

Located in the Wichita Hilton Hotel, this interesting restaurant is named for Wichita's first judge, Reuben Riggs. It is famous for its fine food and singing waiters and waitresses, most of whom are local college students. Open for lunch and dinner every day. Overnight accommodations and recreation facilities available in the hotel; reservations advisable. From the Kansas Turnpike, exit at the East Wichita Exit and drive 10 blocks west on U.S. 54. The restaurant is at the corner of East Kellogg and Rock Road.

PRETZEL PIE

Combine $1\frac{1}{2}$ cups salted pretzel

crumbs with $\frac{3}{4}$ cup of sugar and $\frac{3}{4}$ cup of melted butter. Press into two 9-inch pie pans. For the filling use soft butter-brickle ice cream. Freeze pie and make meringue. Combine 1 cup water, 2 cups sugar and 2 teaspoons cream of tartar. Bring to a rolling boil for 3 minutes. Remove from fire. Whip 8 room-temperature egg whites to a wet peak, adding 1 tablespoon of sugar slowly. When egg whites are at a dry peak, add sugar and water liquid slowly. Take pie out of freezer, spread on meringue *quickly* and put under broiler to brown. (Oven must be hot!) Return pies to freezer until frozen. At serving time, cut and serve immediately.

CONLEY'S SHOREHOUSE ST. ANDREWS NEW BRUNSWICK

This old-fashioned shorehouse is in the Maritimes resort community of St. Andrews at 2 Patrick Street on the water's edge. Fishing boats dock just a few feet from this restaurant with its own wholesale fish and lobster business. Open daily for lunch and dinner until 9 p.m. from May 15 to October 1.

BOILED LOBSTER

Fill a large kettle with water. Add 1 tablespoon salt for each quart of water. When water boils, drop in lobster head first, grasping by the

middle of the back. Cover. Boil a 1- to $1\frac{1}{2}$ -pound lobster for 20 minutes; a $1\frac{1}{2}$ - to 2-pound lobster for 25 minutes. When done, lift lobster out with tongs and lay on a cutting board. Place lobster on its back. Twist off 2 large claws, then 8 small claws close to the body. Now, with the lobster still on its back, grasp its fan-tail in the left hand. Make a slit the full length of the lobster with sharp kitchen shears, starting at the tiny vent at the tail. After removing coral and liver, cut off tail shell. Carefully remove the body from the shell, discarding the small pointed sac (stomach). Arrange on platter. Serve with melted butter and lemon.

painting by Huntley Brown



painting by Jan Cicala

painting by Max Altekruze



CLANCY'S LANSING, IOWA

"Iowa's finest food" is the boast of this popular eating place which has many awards. It is located in a beautiful resort area of the upper Mississippi River, known as the "Little Switzerland of Iowa," which is famous for bass and pike fishing. The Clancy family who own and operate this establishment began their business in 1933. It is open for dinner 5 p.m. to midnight, Tuesday through Saturday. The address is 420 Main Street—a half block east of the intersection of State Highways 9 and 182.

SALISBURY STEAK

Mix 5 pounds lean ground beef, salt and fresh pepper (to taste), 3 ounces Heinz "57 Sauce," 2 ounces Bovril, or other beef extract, and 2 ounces Ac'cent. Mix thor-

oughly and shape into 8-ounce patties. Grill at moderate temperature. Top each portion with juice and a couple of butter pats. It also can be served with cheese, mushroom or tomato sauce. Makes 10 portions.

CELERY SEED DRESSING

Mix 2½ cups white sugar, ½ cup brown sugar, 3 tablespoons salt, 1 teaspoon white pepper, ½ cup ketchup, ¼ cup lemon juice, 3 tablespoons celery seed and 1 teaspoon ground sweet basil. Add 1 pint sauterne wine vinegar with tarragon. Mix again. Put 1 cup of oil and 6 teaspoons tragacanth (available from a druggist) in a separate, covered jar and shake. Add ½ cup water and shake again. Slowly add 3 cups of oil to the first mixture. Stir slowly while pouring. Then add the oil with tragacanth.

FRANKY'S RESTAURANT NILES, MICHIGAN

Frank Frucci, Jr., is the owner of this antique-filled restaurant at 1031 Lake Street in Niles. Lunch and dinner are served every day except Tuesday. Sunday brunch served at 11 a.m. The gift shop, next to the restaurant, is in a converted caboose. It is 5 blocks east of State Highway 51.

VEAL SCALLOPINE

12 2-ounce pieces of veal cutlet
½ cup flour
3 tablespoons butter
8 slices of onion

8 thick tomato slices
8 large pieces of green pepper,
cooked
4 cups beef bouillon
2 cups sliced, cooked mushrooms
6 ounces dry sherry
Salt, pepper, oregano and garlic
powder, to taste

Flatten veal medallions very thin. Dredge in flour and brown in butter. Remove veal. In the same pan, sauté onion, tomato slices and green pepper. Add bouillon. Let simmer. Add mushrooms, sherry and seasonings. Simmer for about 5 minutes. Put meat on plates and cover with sauce. Makes 4 servings.

VAN CONVERSION OF THE MONTH

MAY'S WINNING entry in the photo contest for converted vans belongs to Robert Kogler of Wyoming, Michigan. It's a 1975 Ford E-100 in red, white and blue with hand-painted murals of Paul Revere's ride on one side and Washington crossing the Delaware

on the other.

If you have a converted Ford Econoline that you feel is worth showing off, send us a color photograph of your vehicle. FORD TIMES will pay \$50 if it is selected for this feature. Persons submitting pictures must own the van shown, wholly or in part. All photographs used become the property of Ford Motor Company. No entries will be acknowledged or returned unless accompanied by postage. Entries should be sent to Ford Van Conversions, Ford Motor Company, Room 332, 3000 Schaefer Road, Dearborn, Michigan 48121.

Many of the items shown on winning vans are available through retail organizations and establishments not connected with Ford Motor Company. The availability, price, quality and durability of these items rest solely with their manufacturers and sales organizations.



New '77 Ford 4x4's.

They work hard all week, play hard all weekend.

Four-wheelin' Fords have been made tougher for 1977. Adding to the durability Ford Trucks are famous for, our '77 Fords have increased rust and corrosion protection with over 350 sq. ft. of rust resistant metal throughout every Styleside pickup truck.

This year all tough Ford four-wheel drive rigs are designed to run on any gas, an important feature when you don't have a choice.

Good-looking, strong-running Ford four-wheelers. Designed to go places the road doesn't.



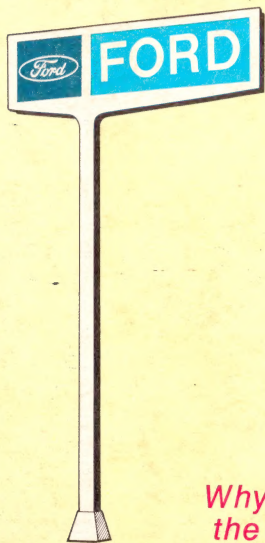
For 1977, full or part-time 4wd is available on all V-8 automatic models. When it comes to 4wd, Ford gives you a choice.



93 out of 100 of all Ford Trucks registered over the last 12 years are still on the job.



BULK RATE
U. S. POSTAGE
PAID
PERMIT NO. 350
DEARBORN, MICH.



*Ford Times
is sent to you by*

MORGAN FORD

Route 70

MEDFORD, NEW JERSEY 08055

*Why not come in and test drive
the 1977 Ford of your choice?*

16-45